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496a 475 a branch from Alexandropol to Julfa on the Persian border (206 miles), and thence to Tabriz; and from Baku to Sabunchi (double track, 12 miles), with a single-track branch (3 miles) to the Surachani oil-field.

The receipts of the Transcaucasian Railway in 1911, the latest year for which figures are available, were £1,983,455, and the expenses £1,293,485. In 1910 the railway carried 6,000,000 tons of goods. The working of the railway was said to give cause for dissatisfaction in many respects. High freights, deficient rolling-stock, and undue delays were complained of by traders; but though the management made promises of amendment, these had not been fulfilled when war broke out.

473 496 (iii) An independent company, the *Armavir–Tuapse Railway Company*, was the owner of the line, 166 miles long, which runs from Armavir through the Maikop oil-fields to the port of Tuapse. This line was provisionally opened for traffic in 1914 and completed in 1916. No figures as to its working are yet available. Proposed extensions are referred to below.

499 *Railways under construction.*—Eight short lines in the north-western districts of Ciscaucasia were surveyed or under construction in 1914. Their object was to serve agricultural interests in this area. A line along the valley of the Terek to serve Mozdok and shorten the main line to Baku was also being built.

In Transcaucasia the principal lines under construction were extensions into Turkish Armenia, at the time of the invasion of that province by the Russians in 1915–16. A line from Tiflis to Telav, 116 miles long, under construction by an independent company, financed by Georgian landowners, was almost finished in 1914. It was intended to tap a wine-growing district.

Projected Railways.—Extensive additions to the Caucasian railway systems had been planned and in some cases surveyed, and money had been raised for their construction when war broke out.

The most important was the Black Sea coast line

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from Tuapse to Novo-Senaki on the Transcaucasian 499 ●
Railway, a distance of 267 miles, which had been undertaken by an independent company, the Kuban–Black Sea Railway Company.

A company called the South Caucasian Railway Company had received a concession for a line from Borzhom to Kars with a branch to Olti, a coal-mining centre, and a line had also been projected from Batum to Kars along the valley of the Chorokh.

The Armavir–Tuapse Railway Company had two extensions in view: one from Armavir to Blagodarnoe (299 miles) to serve Stavropol Province, the other from Kurgannoi to Ust Labinskaya, a narrow-gauge line.

A concession had been granted for a line from Evlakh, a station on the Transcaucasian Railway between Elisavetopol and Baku, to Shusha, 59 miles to the south.

A Caspian coast line from the point south-west of Baku where the main Transcaucasian line turns inland, *via* Salyani and Lenkoran, to Astara, on the Persian frontier, had been planned; and a syndicate for its construction was being formed in 1914.

The question of a railway between Vladikavkaz and Tiflis has been discussed for many years, but the schemes for its construction have all proved abortive on account of the difficulties and high cost of crossing the Caucasus range.

When war broke out railway-building, except on the routes into Turkish Armenia, which were exclusively of military importance, came to a standstill, and all plans for the future fell into abeyance. That construction should begin again is very necessary, for the existing lines are quite inadequate to the economic requirements of the country.

(*d*) *Posts, Telegraphs, and Telephones*

The postal service was organized on the European 205
model, and there were the usual facilities for sending money by post. The practice of sending parcels, cash